



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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IN REPLY PLEASE

REFER TO FILE: PD-1

February 25, 2009

TO: Each Supervisor

FROM: Gail Farber
Director of Public Works

ALAMEDA CORRIDOR-EAST CONSTRUCTION AUTHORITY BOARD MEETING-JANUARY 26, 2009

On January 26, 2009, my staff attended the regular Board meeting of the Alameda Corridor-East (ACE) Construction Authority. A copy of the January 26, 2009, agenda and adopted minutes of the December 22, 2008, regular Board meeting are attached. The following items were discussed at the meeting, which are of interest to the County of Los Angeles.

Agenda Item VI – The Chief Executive Officer reported the following:

The Brea Canyon Road Grade Separation project was dedicated in memory of the Honorable Philip Marcellin, Councilman of the City of Industry an ACE Board Member on February 20, 2009.

Three contractors, Clauss Construction, Interior Demolition, Inc., and Miller Environmental, Inc., were selected for on-call demolition services for Baldwin Avenue Grade Separation project.

Agenda Item VIII – The Board adopted staff's recommendation to approve the mid-year budget revision for the fiscal year ending June 30, 2009, which reduces ACE's total budget from \$80.677 million to \$75.479 million. The primary reason for the change is a slower rate of property acquisition on the Baldwin Avenue Grade Separation project.

Agenda Item IX – The Board adopted staff's recommendation to endorse California Consensus Principles on Federal transportation authorization legislation from Secretary Dale Bonner of the California Business, Transportation, and Housing Agency.

Each Supervisor
February 25, 2009
Page 2

Agenda Item X – The Board adopted staff's recommendation to approve a request to Caltrans for a 12 month time extension regarding \$322,240 in Federal funding for the design of the Baldwin Avenue Grade Separation project.

Agenda Item XI – Staff reported that the current Phase I of their plan of improvements, which consist of various grade separation projects in the San Gabriel Valley, has been revised from \$505.7 million to \$532.6 million, primarily due to the inclusion of preliminary engineering for the San Gabriel Trench project.

The next Board meeting will be held on February 23, 2009, at 2 p.m., at the Irwindale City Hall Chambers.

HF:pr

C090595

P:\PDPUB\FEDERAL\ACE-ALAMEDA CORRIDOR EAST\BOARD MEETINGS\ACE BOARD MEETING 01-26-09.DOC

Attach.

cc: Chief Executive Office (Lari Sheehan)
Executive Office



ALAMEDA CORRIDOR-EAST CONSTRUCTION AUTHORITY

BOARD OF DIRECTORS

REGULAR MEETING AGENDA

Monday, January 26, 2009 – 2:00 P.M.

Irwindale City Hall

5050 Irwindale Avenue

Irwindale, CA 91706

Members of the public may comment on any item on the agenda at the time it is taken up by the Board. We ask that members of the public come forward to be recognized by the Chair and keep their remarks brief. If several persons wish to address the Board on a single item, the Chair may impose a three-minute time limit on individual remarks at the beginning of the discussion.

- | | | |
|-------|---|-------------|
| I. | Roll Call and Introductions | |
| II. | Pledge of Allegiance | |
| III. | Approval of Minutes of Meeting of December 22, 2008 | Action |
| IV. | Public Comment | |
| V. | Chairman's Remarks | Information |
| VI. | Chief Executive Officer's Report | Information |
| VII. | Election of Officers | Action |
| VIII. | Approval of FY 2009 Mid Year Budget Revision | Action |
| IX. | Approval of California Consensus Position on Federal Reauthorization Legislation | Action |
| X. | Approval to Request from Caltrans A Time Extension for Baldwin Ave Grade Separation Design Funding Allocation | Action |
| XI. | Quarterly Project Status Report | Information |
| XII. | Quarterly Financial Status Report | Information |

The ACE Construction Authority is constituted of seven (7) member jurisdiction; the Cities of El Monte, Industry, Montebello, San Gabriel and Pomona, the County of Los Angeles and the San Gabriel Valley Council of Governments. A San Bernardino County Council of Governments representative is an ex-officio Board member. Each member or alternate has one vote. A quorum of the ACE Construction Authority is no less than four (4) of its total voting membership. Actions taken by the ACE Construction Authority shall be by simple majority of the members present with a quorum in attendance except for personnel actions, the annual budget, matters dealing with the Administrative Code or matters requiring subsequent approval by the SGVCOG, all of which shall require five (5) votes. All disclosable public records related to this meeting are available for viewing at the ACE office above during normal working hours.



**ACE Construction Authority
Board Meeting
December 22, 2008**

Vice Chairman Spohn called the meeting to order at 2:01PM in the Irwindale City Council Chambers.

1. In attendance were:

Tim Spohn, Vice Chairman
Ernest Gutierrez, El Monte
Harry Baldwin, San Gabriel
Gloria Molina, County of Los Angeles
Rosemarie Vasquez, Montebello

Staff

Rick Richmond, Chief Executive Officer
Joe Silvey, Legal Counsel
Deanna Stanley
Cynthia Ambrose
Lou Cluster
Charles Tsang
Victoria Butler
Ricky Choi
Regina Talamantez

Guests

Kevin Klaus, CBM Consulting
Bruce Russell, Jacobs Engineering

2. Pledge of Allegiance

Member Vasquez led the pledge of allegiance.

3. Approval of Minutes of November 24, 2008.

A motion was made to approve the meeting minutes of November 24, 2008.

M/S/C: Gutierrez/Vasquez/Unanimous

4. Public Comment

There were no public comments.

5. Chairman's Remarks

Vice Chairman Spohn announced Pomona's appointment of Councilmember Steve Atchley who will serve as member and Freddie Rodriguez, alternate.

6. Chief Executive Officer Report

Mr. Richmond reviewed the report on pages 4 and 5 of the agenda.

Ms. Victoria Butler reviewed progress photos of Sunset Avenue grade separation

alternatives needed to be studied further including updated traffic counts. He reminded the Board that Nogales Street was heavily traveled and traffic impacts from construction needed to be addressed as quickly as possible. He recommended a contract amendment to the designer, DMJM+Harris, be approved to conduct the traffic study.

A motion was made to authorize the Chief Executive Officer to amend the contract with DMJM+Harris Inc. for the Nogales Street (LA subdivision) grade separation to add \$79,000 for a new contract value of \$3,089,045.

M/S/C: Baldwin/Gutierrez/Unanimous

10. Approval of Increased Authorization for the East End/Reservoir Grade Separation

Mr. Richmond reviewed the contributing factors to cost increases. He indicated the contract was awarded in March 2004 for both the East End Ave and Reservoir grade separations. Construction of the Reservoir project began first. He explained the Caltrans price index reflected a rather extreme escalation in material costs during the duration of construction of the Reservoir project which, in turn affected construction costs for both projects. The key components affected by escalation and by third party delays resulted in a 61% increase. Simultaneously, increased quantities were needed for the project, primarily asphalt and structural concrete. Lastly, changes in the project as requested by third parties also contributed to the increase. He forewarned the board that these costs were negotiated with the contractor and there remain issues unresolved which likely will come before the board at a later date.

A motion was made to increase the Chief Executive Officer's change order authorization by \$2,463,024 for a total contract authorization of \$36,866,484 to accommodate change orders compensating the general contractor and subcontractors for cost escalation, changes and delays as outlined in the staff report.

M/S/C: Gutierrez/Baldwin/Approved Molina: Abstain

11. Approval of Task Order Amendment for Environmental Services for the San Gabriel Trench with Terry A Hayes & Associates

Mr. Richmond indicated the environmental work for the San Gabriel Trench was tasked to Terry A Hayes Associates. Their scope was to complete the Initial Study/Environmental Assessment for the project. However, as the environmental process progressed and with design underway it became apparent that a more substantial analysis would be required and Caltrans concurred. In addition, Section 106 of the National Historic Preservation Act required more extensive evaluation of the site impacts, due to the proximity to the historic San Gabriel Mission. It is likely archeological finds will be unveiled



Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond
Chief Executive Officer

DATE: January 26, 2009

SUBJECT: CEO Report

The following are items of note since the last meeting:

Brea Canyon Road Dedication Ceremony – ACE Board members are invited to attend a dedication ceremony for the Brea Canyon Road grade separation project, which opened to traffic on October 31, 2008. The ceremony is scheduled for 10:30 a.m. Friday, February 20, 2009 on an open parcel owned by ACE at 21011 Washington St., at the northeast corner of Brea Canyon Road and Washington Street, in the City of Diamond Bar. The grade separation project, as well as a companion project to widen Currier Road which was overseen by the City of Industry, will be dedicated in memory of the Hon. Philip Marcellin, Councilman for the City of Industry and ACE Board Member. The Brea Canyon Road project is the fifth ACE grade separation project to open to traffic.

Contracting – Our Administrative Code delegates to the CEO the authority to approve new contracts or change orders for Board-approved contracts within certain limits, with a requirement that I report to the Board any such contract action. In addition to the reports included in the monthly construction reports, there has been one contract action since last month.

In November 2008, ACE issued a Request for Proposals for On-Call Demolition and Construction Related Services. Nine proposals were received on December 11, 2008. A Technical Evaluation Committee (TEC) composed of ACE staff and a representative of the City of El Monte evaluated the proposals. Due to the on-call nature of the work, the TEC recommended that the three most qualified contractors be selected. The contractors are:

- Clauss Construction
- Interior Demolition, Inc.
- Miller Environmental, Inc.

Work under the contracts will be ordered and controlled through the issuance of contract task orders. The initial contract task order will be for the demolition of vacant

ALAMEDA CORRIDOR EAST**PROJECT STATUS REPORT****SUNSET AVENUE GRADE SEPARATION PROJECT For the Month: December 2008**

Scope:	Construction of grade separations at the UPRR crossings at Orange Avenue and Sunset Avenue. Orange and Sunset Avenues will be lowered slightly and the tracks raised on embankments and two steel thru-girder bridges. California Street will be raised and reconstructed to meet the new track locations. Valley Boulevard will be reconstructed at all three intersections. Trackwork will consist of a new raised mainline track; at grade drill track and industry track connection to the north; and a temporary shoofly to the south requiring temporary closure of the northerly lane of Valley Blvd.	
Contractor:	Atkinson Contractors, LP	
Construction Manager:	PB	
Contract Award:	August 28, 2006	
Notice to Proceed:	November 14, 2006	
Original Completion:	November 18, 2009	Schedule % Complete
Revised Contract Completion:	July 27, 2010	48.1

Schedule Summary	Estimated Start	Estimated Completion	% Complete
California Ave Shoofly & Street Restoration	January 2007	December 2007	100%
Railroad ROW storm drain system	February 2007	January 2009	81%
Valley Blvd Shoofly	May 2007	August 2008	94%
Drill Track	April 2008	April 2009	20%
Drill Track Revision 12 & 14	June 2008	November 2008	30%
Main Line Retaining Walls & Backfill	May 2009	November 2009	0%
Sunset & Orange Bridge Steel Fabrication	November 2007	September 2008	100%
Sunset & Orange Bridge & Roadway Installation	May 2009	June 2010	5%
Valley @ Sunset & Orange Street Restorations	August 2009	October 2009	5%
Landscaping & Irrigation	December 2009	July 2010	0%

Financial Summary			
Original Contract Value	\$41,938,421.50		
C.O.s Approved This Month	\$0		
C.O.s Approved to Date	\$5,165,184.94		
Current Contract Value	\$47,103,606.44		
Invoiced to Date (% of revised contract)	\$14,630,672.80		
Release of Liens are Current	<input checked="" type="checkbox"/>		31.1%



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MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond
Chief Executive Officer

DATE: January 26, 2008

SUBJECT: Approval of Mid Year Budget Revision

RECOMMENDATION: Staff recommends approval of the attached mid-year budget revision for the fiscal year ending June 30, 2009 which reduces our total budget by \$5.198 million, from \$80.677 million to \$75.479 million.

BACKGROUND: You adopted our current fiscal year budget in May 2008 based on our best estimate at that time on the expected rate of progress and resulting spending rate for the active projects. The most significant changes from our assumptions which will have the effect of reducing our fiscal year spending are:

- Slower rate of property acquisition on the Baldwin Ave. grade separation for the higher cost of commercial/industrial parcels;
- Greater rate of spending by UPRR on track installation, but slower construction activity on the Sunset Ave. grade separation;

Based on our six months experience, we are recommending changes in three line items as follows:

- Right-of-Way Acquisition: As mentioned above, we have not been spending as quickly as originally envisioned on the Baldwin Ave. project and we are recommending a reduction of \$2.228 million in that line item, from \$15.661 million to \$13.433 million.
- Railroad: Increase activity by UPRR on the Sunset Ave. project will increase railroad expending by about \$3.772, from \$14.553 million to \$18.325 million.
- Construction: Delays starting heavy construction on the Sunset Ave. project will reduce estimated construction line item by about \$5.864 million, from \$28.443 million to \$22.579 million.

Attachment



Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond
Chief Executive Officer

DATE: January 26, 2009

SUBJECT: California Consensus Principles on Federal Transportation Authorization Legislation

RECOMMENDATION: Staff recommends that the Board endorse the attached proposed California Consensus Principles on Federal Transportation Authorization legislation in response to a request from Secretary Dale Bonner of the California Business, Transportation and Housing Agency.

BACKGROUND: Secretary Bonner has requested agencies throughout the state endorse a set of consensus principles for the multi-year federal transportation authorization bill which Congress and the Obama Administration will commence working on this year. Secretary Bonner notes that California annually receives \$5 billion in federal transportation funding through the provisions of the current federal bill, SAFETEA-LU, which expires on September 30, 2009. The ACE Construction Authority has received commitments of \$66.015 million through the SAFETEA-LU bill and \$135.518 million through its predecessor authorization bill, TEA-21.

The seven principles outlined in the document submitted by Secretary Bonner appear to present a sensible platform of benefit to the entire State and, with respect to goods movement policy, appear consistent with ACE Construction Authority policies and priorities. The seven principles are:

1. Ensure the financial integrity of the Highway and Transit Trust Funds.
2. Rebuild and maintain transportation infrastructure in a good state of repair.
3. Establish goods movement as a national economic priority and new funding sources to support it.
4. Enhance mobility through congestion relief within and between metropolitan areas.
5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.
6. Strengthen comprehensive environmental stewardship.
7. Streamline project delivery.

The third priority, establishing goods movement as a national economic priority and the creation of a new federal program and funding sources dedicated to relieving goods movement congestion, has been a cornerstone of ACE's efforts in Washington, D.C.,

STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGER
Governor

Department of Alcoholic Beverage Control
Department of Corporations
Department of Financial Institutions
California Highway Patrol
California Housing Finance Agency
Department of Housing & Community Development
Department of Managed Health Care
Department of Motor Vehicles



DALE E. BONNER
Secretary

Office of the Patient Advocate
Department of Real Estate
Office of Real Estate Appraisers
Office of Traffic Safety
Department of Transportation
California Film Commission
California Office of Tourism
Infrastructure and Economic Development Bank

BUSINESS, TRANSPORTATION AND HOUSING AGENCY

January 5, 2009

Mr. Paul Hubler
Director of Government and Community Relations
Alameda Corridor East Construction Authority
4900 Rivergrade Road, Suite A120
Irwindale, CA 94978

Dear Mr. Hubler:

I am writing to request your endorsement of the attached California Consensus Principles on Federal Transportation Authorization for 2009.

On September 30, 2009, the current federal transportation funding authorization bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA – LU) will expire. This six-year bill is the instrument by which California annually receives approximately \$5 billion in federal funding for transit, highways, local streets and roads, and bicycle and pedestrian facilities. It is expected that shortly after January 2009 the new Congress and Administration will start working on the next authorization bill.

Replacing SAFETEA – LU will be a challenging process for several reasons. The current state of the economy has, among other things, negatively impacted transportation revenues and brought the Highway Trust Fund to the brink of insolvency for the first time in its history. Changes in Congress and the Administration will require a significant effort to educate new staff on the issues and gravity of the situation. Congress will likely use a “clean sheet of paper” approach to this authorization, which will involve close scrutiny of existing programs and policies with an eye toward overhauling them to increase mobility, efficiency, and accountability. There are many viewpoints on options for the next authorization bill and multiple advocacy groups working at the national level.

Therefore, it will be extremely important that California speaks with one voice on the major issues that will affect its share of federal transportation funding. To achieve this objective, the California Department of Transportation has been working with a statewide stakeholder group for the past year

California Alliance for Leadership in Mobility



California Consensus on Federal Transportation Authorization for 2009

In 2009, Congress will have an opportunity to pass legislation that can meaningfully affect the concerns Americans care about most: economy and jobs, national security, energy policy, gas prices, environmental stewardship, and climate change. That opportunity is Congressional action on new transportation legislation.

Under the leadership of California Governor Arnold Schwarzenegger, the Business, Transportation and Housing Agency and the California Department of Transportation, transportation officials from across California have united on a basic set of principles that we ask the California delegation in Washington, D.C. to consider in the upcoming debate on the future of this nation's transportation policies.

Above all, we urge California's Congressional Delegation to be bold and set forth a new and comprehensive agenda to meet the needs of everyday Americans on the issues that affect their daily lives.

Five decades ago, Congress created an age of prosperity while also meeting the national defense and security interest when it approved the Interstate Highway System, which became the largest and most effective public works project in the history of the world. With the Interstate system now substantially completed, and with new challenges facing America, it is time

again for bold action to create a new era in America.

California urges Congress to pass comprehensive legislation that reinforces the strong federal role and outlines a clear strategic vision to guide transportation policy making at the national level that focuses on these major themes:

- Restoring our neglected infrastructure to a good state of repair.
- Ensuring efficient goods movement, particularly at global gateways, as a national economic priority.

- Establishing reliable mobility within and between congested metropolitan areas.
- Encouraging appropriate pricing of certain transportation facilities.
- Ensuring all citizens have efficient travel options - from cities to small towns to rural areas.
- Establishing a balanced national system of roads, rails and public transit as a national priority.
- Assuring safety by reducing highway injuries and fatalities, and providing appropriate security on our nation's public transit systems.
- Creating national transportation policy that integrates climate change and renewed environmental stewardship.
- Ensuring rational and streamlined regulatory policies.

California has invested heavily at the state and local level in a transportation system that is responsible for benefits that ripple throughout the economies of every other state in the nation. More than 40 percent of containers moving into and out of America use California's highways, railroads, ports, and airports. With 12 percent of the nation's population, California is responsible for almost 14 percent of the nation's Gross Domestic Product.

However, California cannot do it alone. We urge Congress to enact visionary legislation, with a bold funding plan that meets today's challenges. The federal Highway Trust Fund is barely solvent enough to fund currently authorized funding levels. In addition, the National Surface Transportation Policy and Revenue Study Commission has reported that the nation faces a \$140 billion annual investment shortfall with regard to maintaining existing transportation assets and expanding our road and transit systems to handle future growth. If we want a better transportation system, we are going to have to pay for it. That's what our grandparents and parents did for us in building the Interstate system. We owe our children and grandchildren no less.



Leadership in Mobility



4. Enhance mobility through congestion relief within and between metropolitan areas.

California is home to six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to air pollutants.

- Increase funding for enhanced capacity for all modes aimed at reducing congestion and promoting mobility in and between the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.

California recognizes that traffic safety involves saving lives, reducing injuries, and optimizing the uninterrupted flow of traffic on the State's roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, and road sharing – through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on the nation's transportation systems, including public transit.

6. Strengthen comprehensive environmental stewardship.

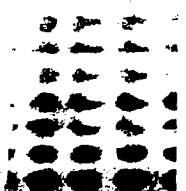
Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to the environment.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water, and other environmental impacts of transportation projects.

7. Streamline project delivery.

Extended processing time for environmental clearances, federal permits, and reviews adds to the cost of projects. Given constrained resources, it is critical that these clearances and reviews be kept to the minimum possible, consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for the National Environmental Policy Act, air quality conformity, and transit projects.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.





Alameda Corridor-East Construction Authority

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MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond
Chief Executive Officer

DATE: January 26, 2009

SUBJECT: Approval to Submit Request to Caltrans for Time Extension for Baldwin Avenue Grade Separation Design Funding Allocation

RECOMMENDATION: Staff recommends Board approval of a request to Caltrans for a 12-month time extension for \$322,440 in TEA-21 funding already allocated for design of the Baldwin Avenue grade separation.

BACKGROUND: The Baldwin Avenue project, the last remaining Phase I grade separation remaining to be constructed, was dormant between mid-2004 and January 2007 due to uncertainties about available construction funding. Project design began in 2003 and virtually completed by early 2004.

When construction funding became available in 2007 the Board approved moving forward with property acquisition. During 2008 properties were appraised, acquired and owner/tenant relocations begun. In parallel Union Pacific Railroad, utility service providers, telecommunications companies, etc, were contacted to determine whether changed field conditions or revised engineering standards would change project design assumptions. Real estate acquisition and stakeholder plan review communications continue with the goal of advertising and bidding the project during Summer 2009.

ACE's cooperative work agreement with Caltrans presently requires expenditure of a remaining \$322,440 in allocated design funds by early April 2009 in order to meet a FY '08 – '09 deadline for reimbursement from Federal funds. We have already developed information that requires changes in the plans and specifications. For example, Union Pacific recently changed its policy regarding track work, informing ACE that ACE's construction contractor, rather than railroad forces, will build railroad detour "shoofly" tracks. There will be other changes, including anything resulting from an upcoming constructability review that are, at this point, not ready for final design. While additional design work will be required before the project can be bid and advertised, the expected rate of expenditure falls short of \$322,440 by early April 2009. Caltrans requires Board approval of a time extension request.

Alameda Corridor-East Construction Authority

**Quarterly Report
December, 2008**

SECTION – 1

- Project Cost Update
- Project Schedule Update

ACE PROJECT SCHEDULE UPDATE

As of December 2008

PHASE I

Program	Item	Current Completion Date (+/- Months Change from Prior Report)		Comments
		Complete Design	Complete Construction	
Grade Crossing Safety Improvement	Corridor Safety Upgrade	Mar-2002	Jan-2004	Modifications to train detection pending.
	Intelligent Roadway/Rail Interface System	Apr-2003	TBD	
Grade Separations	Nogales St. (ALH) (Industry / West Covina)	Jul-2002	Aug-2005	Project Complete
	East End Ave./Reservoir St. (Pomona)	May-2003	Jun-08	
	Ramona Blvd. (El Monte)	Mar-2004	Apr-2008	
	Temple Ave. (Pomona)	Sep-2003	Oct-2009	
	Brea Canyon (LA) (Industry/ Diamond Bar)	Sep-2004	Oct-2008	
	Sunset Ave. (Industry)	Jan-2005	Jul-2010	
	Nogales St. (LA) (Industry)	Sep-2005	TBD	
	Baldwin Ave. (El Monte)	Dec-2004	TBD	

PHASE II

Grade Separations	San Gabriel Preliminary Design. (San Gabriel)	May-09	TBD	
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SECTION – 2


Status Reports – Individual Project Elements

- Temple Ave. Train Diversion
- Brea Canyon Grade Separation
- Sunset Ave. Grade Separation
- Baldwin Ave. Grade Separation
- San Gabriel Trench

ALAMEDA CORRIDOR-EAST PHASE I
GRADE SEPARATION - BREA CANYON ROAD (INDUSTRY/DIAMOND BAR)

As of Dec 2008

LOCATION:	Brea Canyon Road	CONSTRUCTION MANAGER:	Lim and Nascimento (LAN)
DESIGN CONSULTANT:	DMJM+Harris, Inc.	CONTRACTOR:	Griffith Company

PHOTO	WORK COMPLETED PAST QUARTER
	<ul style="list-style-type: none"> o Installation and activation of street lights. o PCC and AC placement - Construction of roadway. o Complete RW, sound walls o Pump Station substantial Completion o Traffic signal activation and traffic striping o Open up Brea Canyon Road to through traffic in mid-October. o Parking lot improvements o Installation of Irrigation and Landscaping

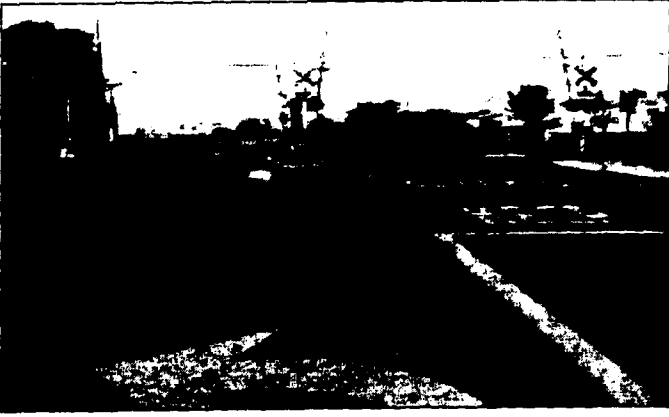
EXPENDITURE STATUS (\$ in Millions)				SCHEDULE ASSESSMENT			
ACTIVITIES	PERCENT EXPENDED	\$ CURRENT ESTIMATE	\$ EXPENDED AMOUNT	MAJOR SCHEDULE ACTIVITIES	PRIOR PLAN	CURRENT PLAN	VARIANCE WEEKS +/-
DESIGN	100%	\$4.4	\$4.4	<i>Environmental</i>			
				Statutory Exemption	Aug-01 A	Aug-01 A	
RIGHT-OF-WAY	100%	\$12.5	\$12.5	<i>Design</i>			
				Notice To Proceed	Mar-02 A	Mar-02 A	
				Final PS&E Complete	Sep-04 A	Sep-04 A	0
CONSTRUCTION	99%	\$52.7	\$52.2	<i>Right-of-Way</i>			
				All Parcels Available	Jan-06 A	Jan-06 A	0
TOTAL		\$69.6	\$69.1	<i>Construction</i>			
				Notice To Proceed	Jul-06 A	Jul-06 A	0
				Full roadway opening	Oct-08 A	Oct-08 A	0

AREAS OF CONCERN				CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD			
Shea property parking lot improvements Metro link, Shea and Transtech parking lot lights				<ul style="list-style-type: none"> o Finish Punch List. o Shea property improvements. o Pump Station Completion / Final acceptance by LACDPW o Traffic signal - Finish punch list and acceptance by Agencies o Maintenance Period for Irrigation / Landscape. o Close out project. 			
ROW ACQUISITION	Plan	Acquired	Remaining				
o Permanent Parcels	10	10	0				
o Temporary Parcels	0	0	0				
o Total Parcels	10	10	0				

ALAMEDA CORRIDOR-EAST PHASE I
GRADE SEPARATION - BALDWIN AVENUE (City of El Monte)

As of December 2008

LOCATION:	Baldwin Avenue	CONSTRUCTION MANAGER:	TBD
DESIGN CONSULTANT:	DMJM + Harris	CONTRACTOR:	TBD

PHOTO	WORK COMPLETED PAST QUARTER
	<ul style="list-style-type: none"> o Continued acquisition/ appraisal activities for full property purchases. o Continued relocation interviews of affected property owners

EXPENDITURE STATUS (\$ in Millions)				SCHEDULE ASSESSMENT			
ACTIVITIES	PERCENT EXPENDED	\$ CURRENT ESTIMATE	\$ EXPENDED AMOUNT	MAJOR SCHEDULE ACTIVITIES	PRIOR PLAN	CURRENT PLAN	VARIANCE WEEKS +/-
DESIGN	96%	\$3.5	\$3.4	Environmental			
				Statutory Exemption	Jul-03 A	Jul-03 A	
RIGHT-OF-WAY	52%	\$29.8	\$15.6	Design			
				Notice To Proceed	Oct-02 A	Oct-02 A	
				Final PS&E Complete	Dec-04 A	Dec-04 A	
CONSTRUCTION	0%	\$33.7	\$0.0	Right-of-Way			
				All Parcels Available	Dec-08	Aug-09	35
TOTAL		\$67.0	\$19.0	Construction			
				Notice To Proceed	TBD	TBD	
				Construction Complete	TBD	TBD	

AREAS OF CONCERN	CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD			
	<ul style="list-style-type: none"> o Full and partial property acquisitions with site visits o Continuing relocation needs identification and field interviews. o Revisit design assumptions for changed site conditions, utility requirements, etc. 			
ROW ACQUISITION	Plan	Acquired	Remaining	
o Permanent Parcels	40	11	29	
o Temporary Parcels	0	0	0	
o Total Parcels	40	11	29	



Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

CONSTRUCTION MITIGATION MEASURE MATRIX ALAMEDA CORRIDOR-EAST MITIGATION MONITORING PROGRAM REPORT Quarterly Report (September 1, 2008 – November 30, 2008) BREA CANYON ROAD GRADE SEPARATION PROJECT		
Mitigation Measure	Mitigation Complete	
	Yes	No
Use Low Sulfur Fuel Equip.	X	
Minimize Dust by Watering (Rule 403)	X	
Cover Haul Trucks and Operate Less than 15 MPH	X	
Wet Ballast When Unloading	X	
Suspend When Winds More Than 25 MPH	X	
Use Non-Potable Water	X	
Comply with AQMD Rule 453 Asphalt Paving Materials	X	
Minimize Noise	X	
Use Noise Mufflers on Equip.	X	
Take Noise Level Tests	X	
Minimize Noise During Evening, Nighttime, Week-end and Holidays	X	
Haul Route Should Minimize Intrusion to Residential Area	X	
Use Paleontology Expert	X	
Screen Sediments for Fossils and Significant Resources	X	
Include Drainage System for Run-off	X	
Minimize Water Run-off	X	
Prepare a Storm Water Pollution Prevention Plan	X	
Minimize Grade Crossing Disruptions	X	
Monitor Vibration	X	

PUBLIC CONTACTS QUARTERLY REPORT (September 1, 2008 – November 30, 2008) BREA CANYON ROAD GRADE SEPARATION PROJECT		
Date/Contact	Query	Resolution
9/4/08 / Mosque	Request restoration of parking lot lighting due to early morning services during Ramadan.	Temporary light tower installed.
9/23/08 / Resident	Report that parking lot lights fail to activate at the Industry Metrolink train station parking lot and platform.	City reset the timer on the lights.

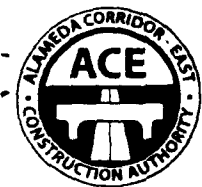


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CONSTRUCTION MITIGATION MEASURE MATRIX ALAMEDA CORRIDOR-EAST MITIGATION MONITORING PROGRAM REPORT Quarterly Report (September 1, 2008 – November 30, 2008) SUNSET AVENUE GRADE SEPARATION PROJECT		
Mitigation Measure	Mitigation Complete	
	Yes	No
Use Low Sulfur Fuel Equip.	X	
Minimize Dust by Watering (Rule 403)	X	
Cover Haul Trucks and Operate Less than 15 MPH	X	
Wet Ballast When Unloading	X	
Suspend When Winds More Than 25 MPH	X	
Use Non-Potable Water		Not Applicable
Comply with AQMD Rule 453 Asphalt Paving Materials		Not Applicable
Minimize Noise	X	
Use Noise Mufflers on Equip.	X	
Take Noise Level Tests	X	
Minimize Noise During Evening, Nighttime, Week-end and Holidays	X	
Haul Route Should Minimize Intrusion to Residential Area	X	
Use Paleontology Expert		Not Applicable
Screen Sediments for Fossils and Significant Resources		Not Applicable
Include Drainage System for Run-off	X	
Minimize Water Run-off	X	
Prepare a Storm Water Pollution Prevention Plan	X	
Minimize Grade Crossing Disruptions	X	
Monitor Vibration	X	

PUBLIC CONTACTS QUARTERLY REPORT (September 1, 2008 – November 30, 2008) SUNSET AVENUE GRADE SEPARATION PROJECT		
Date/Contact	Query	Resolution
9/3/08 / Property Owner	Request business support signage for tenants during roadway closure.	Property owner informed of existing monthly advertising on behalf of tenants; business support banners to be provided at detour route.



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CONSTRUCTION MITIGATION MEASURE MATRIX ALAMEDA CORRIDOR-EAST MITIGATION MONITORING PROGRAM REPORT Quarterly Report (September 1, 2008 – November 30, 2008) TEMPLE 4th TRACK PROJECT		
Mitigation Measure	Mitigation Complete	
	Yes	No
Use Low Sulfur Fuel Equip.	X	
Minimize Dust by Watering (Rule 403)	X	
Cover Haul Trucks and Operate less than 15 MPH	X	
Suspend When Winds more Than 25 MPH	X	
Use Arch. Monitor During Excavation	X	
Minimize Noise	X	
Use Noise Mufflers on Equip.	X	
Take Noise Level Tests	X	
Minimize Noise During Evening, Nighttime, Week-end and Holidays	X	
Haul Route Should Minimize Intrusion to Residential Area	X	
Use Paleontology Expert	X	
Screen Sediments for Fossils and Significant Resources	X	
Minimize pollutants entering washes	X	
Prepare a Storm Water Pollution Prevention Plan	X	
On-site construction manager available at all times	X	
Minimize interruption to utility services	X	
Minimize interruption to utility services	X	

PUBLIC CONTACTS QUARTERLY REPORT (September 1, 2008 – November 30, 2008) TEMPLE 4th TRACK PROJECT		
Date/Contact	Query	Resolution
	NONE	

ACE Construction Authority

FY 2009 Budget to Accrued Actual Expense Report

December 2008

Quarter			(\$ in thousands)		Year-to-date	
Prorated Budget	Actuals	Under (Over)	Expense	Budget	Actuals	Under (Over)
Indirect						
\$ 480	\$ 429	\$ 51	Personnel	\$ 960	\$ 886	\$ 74
19	15	4	Employee Related Expenses	38	31	6
428	480	(52)	Professional Services	856	747	109
68	12	56	Insurance	137	38	98
11	6	5	Equipment Expense	22	21	1
54	34	19	Office Expense	108	102	5
13	10	3	Office Operations	27	19	7
1,073	986	86	Subtotal Indirect	2,146	1,844	301

Direct (Construction)						
553	1,006	(453)	Program Management	1,106	1,078	28
2,457	1,615	841	Design	4,914	3,549	1,364
5,099	466	4,633	ROW Acquisition	9,072	6,122	2,949
316	99	217	Utility Relocation	632	309	322
777	2,842	(2,064)	Construction Mgt	1,555	2,940	(1,385)
3,638	2,170	1,468	Railroad	7,277	5,364	1,913
5,493	11,342	(5,849)	Construction	15,795	16,511	(716)
272	186	86	Other	544	385	159
18,605	19,726	(1,121)	Subtotal Direct	40,893	36,258	4,634
\$ 19,678	\$ 20,713	\$ (1,035)	Total ACE	\$ 43,038	\$ 38,103	\$ 4,936

ACE Construction Authority

Expenditures vs. Receipts by Project

December 2008

Projects	Reimbursement Status (\$ 000)					
	ITD Expenditures	Received	Billed/Not Received	To Be Billed	Requiring Additional Funding	Unreim- burseable
Crossing Safety	34,025	34,025	-	-	-	-
Nogales	49,095	49,095	-	-	-	-
EE/Reservoir	76,544	74,427	1,335	782	-	-
Ramona	50,930	47,971	1,358	1,602	-	-
Temple	63,981	61,615	2,366	-	-	-
Sunset	32,501	31,980	522	-	-	-
Brea Canyon	63,894	60,219	1,790	1,885	-	-
Nogales (County)	2,391	2,306	13	71	-	-
Baldwin	18,963	13,180	360	5,423	-	-
SG Trench	3,752	2,978	386	388	-	-
Sub-total Projects	396,075	377,795	8,129	10,151	-	-
Project Administration	6,903	6,903	-	-	-	(191)
Total ACE	402,978	384,698	8,129	10,151	-	(191)
Unencumbered Funding						
Commercial Paper Net Interest		3,246				
Railroad Contributions Received		9,766		Billed UPRR		\$ 2,110
		13,012				
Unreimbursable Expenses		(191)				
Net Unencumbered		12,821				

Notes: ITD Expenditures include payments only (no accruals).

ACE Construction Authority

Percent funds Invested as % of Indebtedness

